

TOTAL NUMBER OF GENERAL COMMENT FORMS RECEIVED = 6

I wonder why you are preaching to the choir? Yes, you improved the location; however, nothing, or rather less than last time, seemed to be done by way of advertising the existence of this meeting. I only knew about it from the sheet mailed to me as a result of signing up for the mailing list.

The want to improve public support was voiced several times. How is this to happen without the public knowledge of meetings such as this.

Another want voiced was the involvement of the University and of University students. Why wasn't an announcement made all week in the Daily Nebraskan (likewise the Journal-Star)? Beyond this, the normal method of advertising events at the University is to post on billboards, kiosks, and even garbage cans. More students would get involved if they found a cause worth getting involved with, but this requires being informed initially.

Please stop talking so wistfully about the want for state or University funding. Federal funding isn't hard to get, but otherwise if it doesn't exist, it won't exist, and even if this want is not being seriously considered, it does not help to plaintively whine during meetings such as these about how the bad state has nothing to give.

The news of this meeting should at very least have been posted around my department and that of urban planning.

It is also ironic that a meeting about alternative transportation extended beyond the service time of the alternative transportation - limits access to those who drive, and hurts access by those who don't. Many people left early to catch their buses. Their input was therefore lost.

How well was this Open House promoted to the general public? Didn't see this in the paper or anything? Too bad.

Seems too much of focus with respect to bike and walk as mode shares and environment has focus on trails. Need more focus on development which supports walking/biking – easy access for persons.

Like the idea of multi-modal advocate.

Need to consider role of education and social marketings to get more people to bike/walk – with employers, schools, churches, etc – Health Department is also interested in this area.

Also need focus on educating motorists!

Sidewalks – In established neighborhoods, the sidewalks are often in poor repair. Often tree roots have caused heaving or the base has disintegrated. They are very difficult to walk safely over or nearly impossible to use a wheelchair.

My strongest recommendation is to consider making bus service available on weekends and evenings as it would allow for more freedom of work and recreation.

Would like to see sports bus taking people to sporting events.

Serious and dedicated attention needs to be applied to the problem of and the solution of public education with respect to public transit in Lincoln. This effort should be on-going. It will also require persistence and patience, and one cannot let it be stopped.

Progress in enlarging and enhancing public transit (especially in Lincoln) will have to be understood as being incremental in nature. So also is the matter of enlarged use of public transit. This latter consideration is an integral part of the entire problem needing to be confronted and solved in Lincoln.

This meeting was good. It is recommended that it be repeated and the scope and content of such meeting(s) be further developed and increased.

Regarding one issue raised at the meeting, I believe it can definitely be said that riding a bicycle on Lincoln streets is dangerous! And having so-called "bike routes" does nothing to address the multiplicity of dangers and problems faced by the rider. This situation deserves considerable thought and effort.